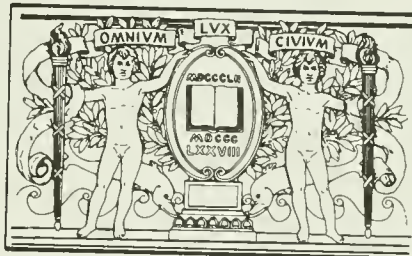


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# The Kensington Investment Company, Inc.

347 Congress Street, Suite 5A  
Boston, Massachusetts 02210  
(617) 350-8630

July 18, 1990

## Hinge Block - Project Notification Form

Information to be Submitted  
Revised 7/90

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### I. SUMMARY

#### A. Project Identification

1. Project Name:

Hinge Block Development

2. Address/Location:

Washington Street between LaGrange Street  
and Boylston Square, Boston, Massachusetts

3. Property Owner:

679 Washington Realty Trust

4. Owner's Representative:

Kevin Phelan  
Brian Fallon, Meredith & Grew, Inc.

5. Architect:

Jung, Brannen

6. Legal Counsel:

Lawrence DiCara, Esq.

7. Estimated Commencement and Completion Dates:

Permitting for the project is expected to  
be completed in 1991. Construction will  
begin in 1992 and be completed in 1994-95.

8. Approximate Cost: \$120,000,000

9. Status of Project Design:

Massing & Conceptual Design, pre-schematic.



10. Applicability of Article 31, Boston Zoning Code:

This project falls under the requirements for development review under Article 31.

B. Narrative Project Description

679 Washington Associates proposes to construct approximately 550,000 of mixed-use FAR sf on a portion of "the Hinge Block" in Downtown Boston. The Hinge Block, bounded by Washington, Stuart, Tremont and Boylston Streets, has long been a focal point for development plans for the midtown area. Indeed, the block is located between three important communities: the Asian community, the Medical community and the Cultural community.

A variety of uses are possible with the "massing envelope" proposed for this site. These uses include: office, research, hotel, neighborhood business and other retail, cultural, and residential. In order to accomodate various combinations of these uses, which will best be determined by the ultimate developer in concert with the community, local institutions and the BRA, a generic massing envelope is proposed as follows:

	<u>Site</u>	<u>Building A</u>	<u>Building B</u>
Footprint	50,946	38,054	12,892
Maximum height (last occupiable floor)	--	286'	155'
F.A.R. sf	652,109	550,000	102,109

Project F.A.R.: 12.8

The project team intends to join with a major developer to construct Building A. Building B will be developed by a coalition which will likely include community participation.

The creation of this zoning envelope will permit the appropriate mix of the uses listed above in a financially viable project.



C. List Federal or State Agencies from which permits or other actions have been or will be sought:

<u>Agency Name</u>	<u>Permit or Action</u>
Massachusetts Dept. of Environmental Quality Engineering:	
- Division of Air Quality Control	Fossil Fuel Utilization Permit
- Division of Water Pollution Control	Sewer Connection Permit
Massachusetts Water Resources Authority	Sewer Use Discharge Permit
Massachusetts Executive Office of Environmental Affairs/MEPA Unit	Certificate of Compliance
Massachusetts Historical Commission	Determination of No Adverse Effect
FAA-Massachusetts Aeronautics Commission	Building Height and Lighting

NOTE: Each permit listed above will be filed unless further analysis shows that such permit is not required.

D. List any zoning relief required for this project (including any zoning variance, exception, conditional use permit, interim planning permit, zoning map or text change, or development impact agreement):

1. The proposed project is expected to substantially comply with the new zoning regulations for the Midtown Cultural District. The project is part of the Special Study Area which has been established for the Hinge Block. As part of that study's guidelines, variances may be required for FAR, height, parapet setback, loading docks, open space, and side and rear yard dimensions.
2. A conditional use permit for parking is expected to be required for the proposed project.
3. The proposed project will be subject to review by the Boston Civic Design Commission as specified under Article 28 of the Boston Zoning Code.
4. The proposed project is expected to be subject to review by the Boston Landmarks Commission.



5. The proposed project will require Development Impact Project approval as specified under Articles 26A and 26B of the Boston Zoning Code.

E. List any governmental agencies or programs from which financial assistance for this project is being sought:

Not yet determined

## II. PROJECT DESCRIPTION

A. Attach map showing location of project; survey if available; site plan and architectural rendering if available:

Attached

B. Dimensions & Uses:

<u>Component</u>	<u>FAR Area</u>	<u>Height</u>
Building A	550,000	286'
Building B	102,109	155'

## III. ASSESSMENT OF DEVELOPMENT REVIEW COMPONENTS

A. Transportation Component:

### 1. Traffic Management

Project generated traffic will have some effect on downtown travel volumes, intersection capacities, and pedestrian circulation. However, with close proximity to the MBTA Orange, Green, and Red lines, the increase on vehicular traffic should be minimal. Estimated new vehicle trips per day for the project are\_\_\_\_. :



The Transportation Access Plan will quantify the effects, and mitigative measures will be implemented. The Transportation Access Plan will investigate the following measures to ameliorate any negative traffic impacts caused by the project:

- o Parking rate structures and scheduling,
- o Ride-sharing incentives and promotion,
- o Mass transit marketing & promotion,
- o Flexible work hours, and
- o Scheduled deliveries.

## 2. Parking Management

This project will not entail the removal of any spaces of existing surface parking. Underground parking will be built to accommodate from\_\_\_ to\_\_\_ vehicles. Measures will be implemented to reduce parking demand, such as managing a rate structure to favor off-peak or high-occupancy vehicles; and reserving spaces for off-peak or high-occupancy vehicles. Parking management will be based on a shared scheme that provides for the multiple uses of the site. Mass transit will serve as a dominant transportation mode - a tendency that will be reinforced with management and marketing policies as well as improvements to the nearby MBTA stations.

## 3. Construction Management

Measures will be implemented to mitigate the effects of construction on the surrounding area. These measures will address such aspects as construction worker parking, equipment location, material staging and storage, routing for removal of excavated soils, and fill and construction waste. However, until a construction schedule is firmly established, it is inappropriate to quantify those effects and detail specific management practices.



## B. Environmental Protection Component:

### 1. Wind:

Based on information gathered from previous wind studies performed on similar types of structures in the vicinity of the site, this development may affect current wind conditions in the project area. A qualitative assessment of wind impacts will be conducted for the Draft Project Impact Report. Where wind speeds are projected to exceed acceptable levels, mitigative measures will be identified and implemented.

### 2. Shadow:

This development may cast new shadows in the vicinity of the site, including the Boston Common. Preliminary studies by Sasaki and Associates indicate that if any new shadow is to be cast, it A) is less than .2 acre and B) falls on Charles Street rather than the Common or Public Garden. It would therefore appear that the proposed zoning envelope would not violate the guidelines of the Midtown Zoning, or the proposed "Shadow on the Common" legislation. A detailed shadow study will be conducted during the environmental review process, and if significant new shadows are identified, they will be addressed appropriately through refinement of the design.

### 3. Daylight:

The project will be designed to have as little additional effect as possible on the extent of daylight in the project area. The building orientation proposed is intended to maximize the light, air, and view from and between each structure.

### 4. Solar Glare:

Materials used in the construction of the project will be selected to minimize solar glare.

### 5. Air Quality:

Construction activity will generate temporary increases in air contamination, such as CO, NO, and hydrocarbon exhaust emissions. Construction-related dust can be minimized by wetting and other standard dust-control procedures. Post-construction project-related traffic will result in long-term increases in these emissions. However, ambient levels will not be significantly increased.



6. Water Quality:

The project site is currently occupied by structures and paved areas. The proposed project is not expected to result in any increases in stormwater runoff into the City storm water system.

7. Flood Hazard Zones/Wetlands

The project area is not located in a flood hazard zone or wetland.

8. Ground Water:

Haley & Aldrich, geotechnical engineers, will provide impact analyses and mitigation measures associated with groundwater levels. Any potential adverse impacts will be forecast, monitored, and mitigated.

9. Geotechnical Impact Including Sub Soil Conditions:

Haley & Aldrich will provide impact analyses and mitigation measures associated with excavation operations and soil conditions. An analysis of sub-soil conditions will identify any potential ground movement problems associated with excavation procedures. Appropriate support systems will be put in place to avoid affecting surrounding structures and utility lines, with special care taken to protect the Hayden Building.

10. Solid and Hazardous Waste:

Demolition of existing structures and excavation for the basement parking structure will result in the generation of significant amounts of rubble, fill material, and unconsolidated soils, roughly estimated at \_\_\_\_ cy. Methods and locations of disposal will be identified when appropriate.

Solid waste generated by the project is currently estimated to be approximately\_\_lbs. per day, based on criteria in Environmental Engineering and Sanitation by Joseph A. Salvato. This waste will be removed by a licensed contractor.



11. Noise:

The existing noise environment is typical of an urban location. Noise levels in the project area fluctuate for a variety of reasons throughout the day and are not directly influenced by the time of day. For example, since the area is a busy pedestrian environment, noise levels are not necessarily higher during the peak hour for auto traffic.

During construction, increased noise levels will occur due to demolition, use of construction equipment, and increased truck traffic. The potential impacts of noise on pedestrians in the area will be evaluated in the DFIR. No significant operational noise impacts are expected. Although some noise associated with increased traffic may occur, this is not expected to be significant compared to the existing noise levels in the project area.

12. Construction Impact:

Construction methodologies which ensure public safety will be established. Barricades, walkways, signage, and other techniques will be used. Construction management and scheduling will aim to minimize impacts on the surrounding environment, which will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and control of dust generation.

13. Rodent Control:

A rodent control program will be established prior to and during construction.

C. Urban Design Component:

1. Architectural Compatibility:

Being drafted

2. Relationship to subdistrict Urban Design Features:

Being drafted

3. Quality of the Pedestrian Environment

Being drafted



4. Consistency with Established Design Guidelines:

Being drafted

D. Historic Resources Component:

1. Impacts on Objects, Structures, Buildings, Sites or Districts of Historic, Architectural, Archaeological or Cultural Distinction:

Being drafted

2. Landmark Status of Property:

Being drafted

E. Infrastructure Systems Component:

1. Anticipated Water Consumption:

The new development will require approximately\_\_ gallons of water per day.

2. Anticipated Electrical Consumption:

Additional electrical power requirements (excluding space heating) for the new development are estimated to be\_\_\_\_\_ kilowatt-hours per year.

3. Anticipated Sewerage:

The additional amount of sewage generated by the project is estimated to be about \_\_\_\_ gallons per day (gpd).

4. Anticipated Energy Requirements:

Based on typical energy requirements, additional heating will total approximately\_\_\_\_\_British Thermal Units (BTU)/year.



#### IV. COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

##### A. Boston Civic Design Commission Review:

As a "large-scale development project," and a "project of special significance," the project comes under the jurisdiction of the BCDC.

##### B. Boston Landmarks Commission Review:

It is anticipated that the project will be subject to Boston Landmarks Commission Review.

##### C. Massachusetts Environmental Policy Act Requirements:

This project is included for preparation of an Environmental Impact Report subject to MEPA review. An Environmental Notification Form will be submitted to MEPA concurrent with the submittal of this PNF. We request that the review process and schedule of both be synchronized and anticipate presenting environmental analyses that address the concerns of both MEPA and the BRA comprehensively in a single set of documents.

##### D. Architectural Access Board Requirements:

The project will be designed to comply with the requirements of the Architectural Access Board.

##### E. Mayor's Office for Neighborhood Services:

It is anticipated that the developers will work closely with the Mayor's Office of Neighborhood Services and with the Boston Redevelopment Authority in providing information and gather in input from concerned local neighborhood groups.

##### F. Boston Employment Plan:

The project will comply with the provisions of the Boston Plan.

#### Proponent's Certification:

This form has been circulated to all agencies and persons as required by Boston Zoning Code, Article 31, Section 31-5 (1).

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